

Task Force on Harbourfront Developments on Hong Kong Island

For Discussion on 10 May 2012

TFHK/06/2012

Proposal by Servicemen's Guides Association to Refurbish its Building at Fenwick Pier

PURPOSE

- 1.0 The purpose of this paper is to seek Member's views on, and support for, the proposal by the Servicemen's Guides Association (SGA) to refurbish its existing building (first built in 1965, extended in 1993) at Fenwick Pier, 1 Lung King Street, on the Wan Chai harbourfront. This building is the sole reception centre for visiting naval personnel from some 14 countries arriving in Hong Kong by sea. The facility, which in 2011 welcomed over 36,500 naval visitors who spent over US\$36,500,000 (HK\$284,700,000) in Hong Kong, is operated and managed by the SGA which is proposing refurbishment works which will not only improve the range and quality of services to be made available, but will also deliver functional and design compatibility with the new Central Harbourfront.

KEY POINTS

Working in partnership with the Hong Kong Government, SGA has efficiently and effectively served the needs of arriving naval visitors for over 55 years with no financial assistance from the HK Government.

- Whilst the upgraded building is primarily required to service the needs of naval visitors, it will equally ensure the Hong Kong public, as at present, will continue to be able to enjoy the benefits of the facilities to be provided.
- A mix of small scale service retail outlets and commercially operated F&B facilities are proposed as ancillary services for the benefit of the naval visitors, as well as benefiting all other visitors to the building. These services will also provide the rental income needed by SGA to meet the cost not only of the services provided but also the management and maintenance of the facility.
- The building refurbishment design is iconic and will add diversity, public attractions and additional facilities for public use to the waterfront.
- The project is integrated into the overall harbourfront plan and design and is therefore highly accessible; the display of the history of the building will add value and historical interest to the Hong Kong harbourfront
- The refurbishment will be entirely funded by the SGA, as will the ongoing maintenance and management.

Task Force on Harbourfront Developments on Hong Kong Island



Drawing 1:

See Appendix C for enlarged version

BACKGROUND

2.1 SGA is a non-profit making organization established over 55 years ago. It works in partnership with the Hong Kong Government to provide hospitality to international naval servicemen visiting Hong Kong. In 1997, upon the handover of Hong Kong back to China, the Tamar site was taken over by the PLA; however, no alternative arrangements were made by the Hong Kong Government for the provision of a landing facility for visiting international naval servicemen such that Fenwick Pier, operated and managed by the SGA, became and remains the only such landing facility available.

2.2 At its current location at Fenwick Pier, since the 1950's the Government has provided and maintained the floating pontoon with 4 debarkation platforms and the related articulated gangway to shore that serves as the embarkation/disembarkation point for the visiting naval personnel. The Lands Department has leased the land to the SGA on a short term tenancy basis since the original long term lease expired in 1997. SGA itself funded and built the extension of the current building and provides a full range of services for the more than 14 international navies visiting Hong Kong annually.



Task Force on Harbourfront Developments on Hong Kong Island

Over the last 9 years the foreign naval ships and sailors that have visited Hong Kong and thus utilized the facilities of Fenwick Pier have come from 14 different nations comprising the US, France, England, Ireland, Italy, Australia, New Zealand, Malaysia, Indonesia, Bangladesh, India, Peru and Chile. The numbers have varied from a low of 11 ships/6200 sailors the year of the Hainan Island incident to 55 ships/55,000 sailors in 2009.

Last year there were 28 ships with 36,500 sailors (thus exceeding the Rugby 7's foreign visitor numbers) which contributed US\$ 36,500,000 (HK\$284,700,000) to the local economy based on HK Tourist Bureau parameters. Naval visitors are projected to increase roughly 10% annually over the next several years.

Further, although numbers of public visitors are not precisely recorded for privacy reasons, it is professionally estimated that in recent years the annual number has been approximately 30,000 to 35,000: the numbers have risen in recent years with the replacement of McDonalds by a mid-market food and beverage outlet (F&B) and the addition of the chocolate lounge 3 years ago.

2.3 The single story section of Fenwick Pier was constructed in 1965 with the 3-story section being constructed in 1993 when the SGA paid for a new 3-story wing and for refurbishment of the existing facility to form one cohesive building. SGA has independently maintained the full running cost of the building since inception.

2.4 The entire facility is now in need of major refurbishment and upgrade in order to both modernize SGA's operational capabilities for naval visitors and to enhance public usage. A major renovation is also necessary to permit a new building design which will blend harmoniously with the New Central Waterfront and further promote public access to the building. The upgraded building will be fully integrated into the harbourfront and will provide for improved public use of the facilities in the future, particularly in light of the new Tamar government offices and the anticipated expansion of the facilities associated with the Academy for Performing Arts.

2.5 The site is currently zoned "O" in the current OZP and forms part of an "Art Event Plaza" under the current Urban Design Study for the New Central Harbourfront. In order for the proposed retention of Fenwick Pier and the continuance of the services that SGA provides, re-zoning of the site may be necessary.

Task Force on Harbourfront Developments on Hong Kong Island

2.6 The Development Bureau and SGA have cooperatively considered other possible venues for an alternative landing facility since 2010. However, the existing location is still considered to be the most suitable to serve the naval visitors due to both its close proximity to the harbourfront and also to areas of prime interest to such visitors.

Furthermore, retaining this location and refurbishing the building also allows for significantly enhancing the attraction of the future harbourfront and the Wan Chai neighbourhood by introducing pedestrian walkways and open spaces that will increase pedestrian connectivity between the harbourfront and the hinterland, as well as creating more open space for public enjoyment. DOO is facilitating the SGA proposal to retain and upgrade the building at its existing location, subject to satisfactory resolution of the rezoning and land grant issues.



DESIGN PRINCIPLES AND GUIDELINES

The Development Proposal

3.1 In light of the reclamation works of the Central Reclamation Phase III (CRIII) and Wan Chai Development Phase II (WDII) projects and the “Urban Design Study for the New Harbourfront” completed by the Planning Department in 2011, the design proposal seeks to integrate Fenwick Pier with the New Central and Wan Chai harbourfronts whilst upgrading its current facilities. The provision of hospitality facilities, retail areas and administrative offices will remain similar to those within the existing Fenwick Pier. However, it is proposed that the food and beverage facilities, which have been inadequate to cater to the high level of demand during some naval visits, be enhanced while the existing SGA Hall will be upgraded adequately to accommodate the increasing numbers and frequency of fleet visits and to compensate for currently underprovided and/or insufficient space requirements.

Task Force on Harbourfront Developments on Hong Kong Island

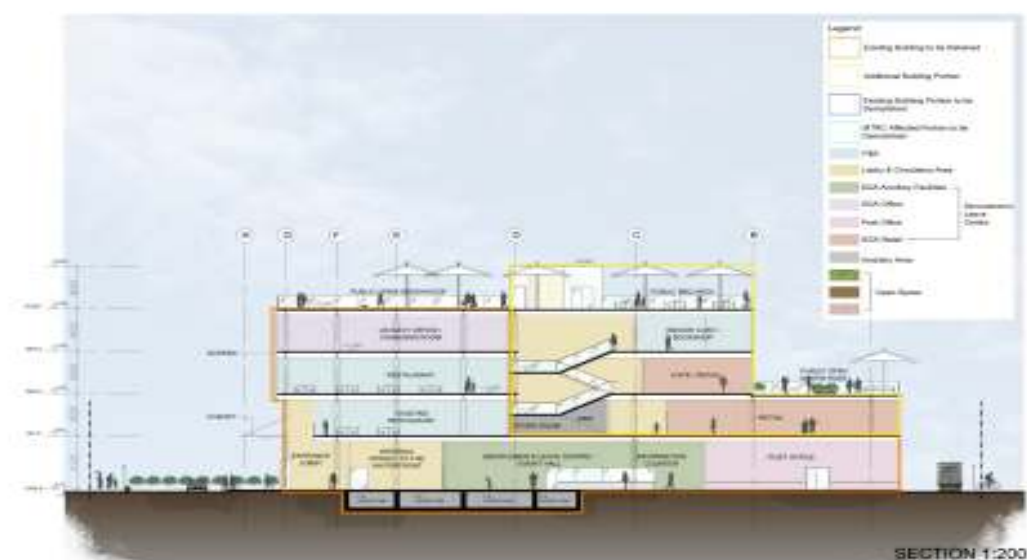
3.2 Three additional storeys will be built above the existing single-storey structure of the east portion of the existing building to match the height of the previous extension. The additional floor space will mainly be allocated for F&B facilities, lounging spaces and supporting amenity facilities such as toilets, plant rooms and circulation spaces. The maximum height limit of 23M (MPD) under the lease will not be exceeded. All commercial and amenity spaces will be open for public enjoyment. Refer to **Appendix A** for the proposed Schedule of Accommodation.

3.3 The history of the SGA and their volunteer work will be displayed in the SGA Hall for the public to understand the 55 year role of the hospitality services initiated by SGA on behalf of the city of Hong Kong. SGA also plans to incorporate into this display area an illustrated review of the history of the harbour since the early 1900's.

3.4 A financial feasibility study has been undertaken and rental revenues generated by the proposed tenant mix were found to be adequate to support the operation, maintenance and management of the facility, including repayment of the associated construction costs over a period of 11 years, together with provision of a sinking fund for the replacement of the refurbished facility after 20 years.

3.5 Layout of Different Levels

Following is a detailed description of the individual levels of the planned refurbishment of the building, as well as discussion on key aspects of such layouts.



Drawing 2: Elevation view of refurbished building

Task Force on Harbourfront Developments on Hong Kong Island



Drawing 3: Ground Level Layout See Appendix C for enlarged version

3.5.1 Ground Level Layout

The facilities at ground level generally remain unchanged, consisting of a mix of small scale service retail, an F&B outlet, the SGA Hall and navy and tourist amenity areas such as information kiosks, currency exchange, ATMs and telephone facilities. A 24-hour pedestrian passageway dedicated to the general public is provided through the building to enliven the pedestrian walking experience. The passageway will integrate with the surrounding pedestrian network leading to and from the waterfront.

The SGA Hall can be used by the general public for local community events throughout the year. The amount of green public open space at ground level is increased, and also permanently open for public use. There is also an increase in the number of outdoor car parking spaces in accordance with the minimum requirements of the Hong Kong Planning Standards and Guidelines (HKPSG).

The size of the SGA Hall will be increased to efficiently accommodate the often high numbers of naval visitors when embarking and disembarking from the water taxis connecting with naval vessels moored in the harbour.

Task Force on Harbourfront Developments on Hong Kong Island

3.5.2 Landing Arrangements

While the tried and tested pontoon facility of the last 50 years provides the most efficient method for safe and efficient embarkation and disembarkation at the design loading of 560 visitors every 15 minutes, it has now been proposed to replace same with three additional pairs of waterside landing steps, which number is necessary to expeditiously provide this service for over 7,000 naval visitors on ships in harbour.

The precise location of such steps will not affect this refurbishment proposal but, for safety reasons SGA is proposing the steps to be placed in front of Site 6 of the New Central Harbourfront, wherein arriving visitors would proceed to Fenwick Pier via the nearby planned elevated walkway over the heavily trafficked Road P2 to Site 5, then across the planned at-grade crossings at Road D11 and towards Fenwick Pier via the proposed covered walkway. This routing is considered by SGA to be the very safest for visitors especially those unused to local traffic directions. The HKG proposed location involves pedestrians crossing heavily trafficked P-2 at-grade.

SGA Proposed location



Drawing 4: Comparative Proposed Step Locations

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Drawing 5: Level 1 Layout

See Appendix C for enlarged version

3.5.3 Level 1 Layout

At Level 1 there will be an introduction of new service retail areas in the new portion of the building. Such areas are proposed to be located at a lower level than those in the existing building with the intention of increasing accessibility by the general public and pedestrian traffic. Small scale service retail facilities are to serve both the public and visiting naval visitors and the limited retail area mix will be tenanted according to anticipated visitor demand. The F&B facilities in the existing portion of this level will remain unchanged. A portion of Level 1 will be allocated for SGA administrative space.

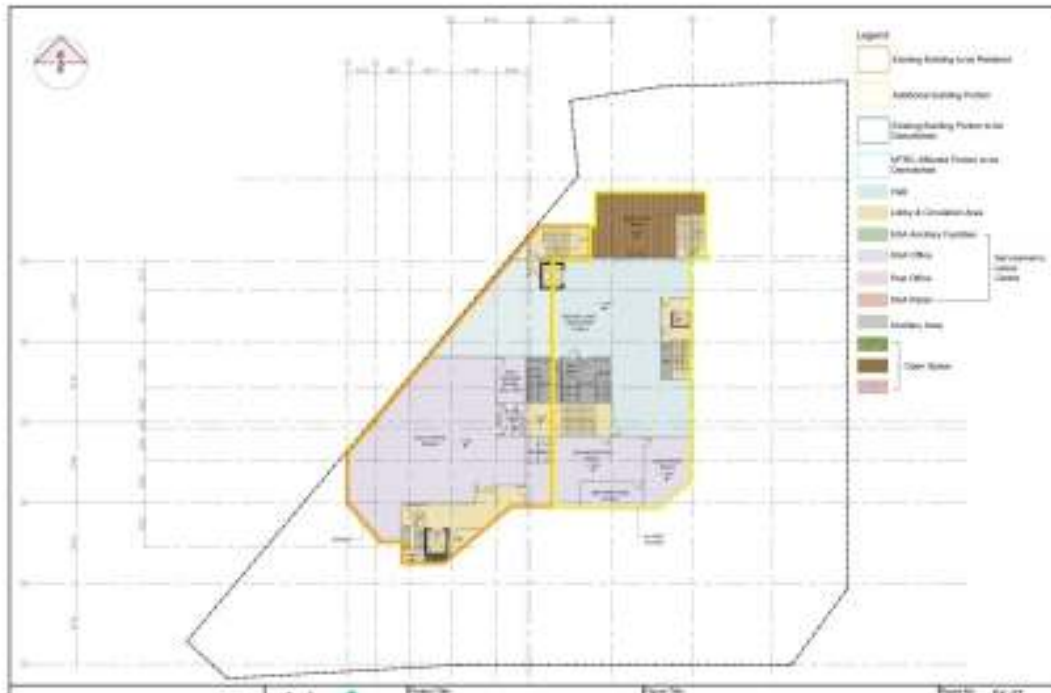
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Drawing 6: Level 2 Layout

3.5.4 Level 2 Layout

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Drawing 7: Level 3 Lavout See Appendix C for enlarged version

3.5.5 Level Three Layout

Level 3 consists of a mix of F&B and small service retail units as well as SGA administrative offices and toilet / shower rooms. The proposed F&B and retail facilities are located at the north of the building such that users can enjoy the panoramic views of Victoria Harbour.

Task Force on Harbourfront Developments on Hong Kong Island



8: *Roof Level Layout* See Appendix C for enlarged version

SGA intends to install a “green roof” that is publicly accessible at all times via both the external staircases and the access lift for the disabled, thus providing exceptional views of Victoria Harbour for the public and naval visitors alike. Designated routes are provided from Ground Level to this public open space, as with all public open spaces at various levels within the building. SGA plans to install webcams to provide exceptional views of Victoria Harbour via the internet, thus to help promote Hong Kong similar to other major cities around the world wherein such views are often used in news and weather reports. Part of the roof area is allocated for mechanical plant rooms and building services.

The SGA Hall (the current Event Hall) will be upgraded and open for public use for local community activities including the marshalling of naval visitors when the need arises. It is envisaged that the SGA Hall will be a popular location for art activities, community gatherings and temporary displays. The SGA Hall area can be expanded into the adjacent public open spaces at its south end to cater for various types of public activities and enjoyment. As outlined in 3.3 above, the long term contribution and history of the SGA in serving naval visitors and the public alike will be displayed in the Hall for public viewing together with a history of harbour development.

Task Force on Harbourfront Developments on Hong Kong Island

3.5.8 Food & Beverage Facilities

The existing very limited F&B facilities at Fenwick Pier will be reconfigured and upgraded to cater for the growing number of naval visitors and the general public expected to visit Fenwick Pier in future. Such arrivals will include those visiting the new waterfront promenade, as well as members of the public who are attending events at the nearby HKAPA and Hong Kong Arts Centre. The range of F&B facilities will be selected based on its appeal to all user groups.

3.5.9 Service Retail Facilities

The existing small scale service retail outlets at Fenwick Pier will be upgraded to cater for both the expected increase in general public and harbourfront users as well as naval visitors. The total area of the service retail space will not be significantly changed (refer to **Appendix A - Schedule of Accommodation**).

It is important to note that the rental income from the small element of retail accommodation and the F&B facilities are the sole source of income for SGA that is so necessary to sustain Fenwick Pier, both in terms of ongoing operating and management costs but also future maintenance and refurbishment/replacement expenditure.

3.5.10 Open Spaces

The extensive open spacing on all levels (see following drawing) is a major feature of the refurbishment proposal. The introduction of a significant area of open space within the building and surrounding area is anticipated to create an attractive, welcoming development for public users. It is envisaged that the building will become an extension to the public open spaces planned along the harbourfront, and will further appeal to harbourfront users through its supporting F&B, retail and amenity facilities. A dedicated vertical circulation path connects the open spaces on different levels of the refurbishment.

Task Force on Harbourfront Developments on Hong Kong Island



Drawing 9: Comparison of open spaces at Roof, Ground and Levels 2 and 3

HARBOUR PLANNING PRINCIPLES AND GUIDELINES

4.1 In preparing this proposal, SGA has made due reference to the following, including, in particular, the Harbour Planning Principles and Guidelines:

- a) Harbour Planning Guidelines for Victoria Harbour and its Harbourfront Areas by the Harbourfront Enhancement Committee (HEC) in June 2007;
- b) Vision and Goals for Victoria Harbour prepared by the Town Planning Board (TPB) in October 1999 to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong truly a harbour for the people, a harbour of life;
- c) The Urban Design Objectives in the Urban Design Study for the New Central Harbourfront by Planning Department completed in March 2011; and
- d) Hong Kong Planning Standards and Guidelines (HKPSG) by Planning Department

Preserving Hong Kong Harbour

The proposal does not involve any additional reclamation of Victoria Harbour as landing steps are to be provided as part of the ongoing formation of the Central Harbourfront and will better enhance the new harbourfront area through integrated design to ensure integration and compatibility. The building is relatively small in scale and will not impact permeability along the harbourfront.

Task Force on Harbourfront Developments on Hong Kong Island

Stakeholder Engagement

In addition to seeking the Task Force's views, the SGA will also seek the views of the Wan Chai District Council whose District benefits so substantially from the naval visitors. Suggestions that are reflected in the design proposal include the introduction of pedestrian passageways to and from the harbourfront and the creation of more public open spaces. Views of the naval users are also being sought to ensure that the design reflects their user requirements in terms of security and supporting facilities.

Sustainable Development

One of the key objectives of the refurbishment is to create an iconic sustainable building along the new harbourfront promenade. Innovative green features form an integral part of the development proposals. Green roofs, solar panels, recycled building waste and sustainable architectural materials are amongst the measures proposed to create an economically, socially and environmentally sustainable building. This may include BEAM Plus rating from the Hong Kong Green Building Council.

Proactive Harbour Enhancement

The proposed refurbishment works will provide an upgrade of Fenwick Pier to bring about visual compatibility with the surrounding environment wherein the new Fenwick Pier is envisioned to become a new and stunning landmark of the future harbourfront. The proposed building is lowrise with an interesting exterior design when viewed from all angles and especially the opposite side of Victoria Harbour.

Vibrant Harbour

The proposal will create a safe and efficient passage for disembarking naval visitors onto the landing steps at the new Central Harbourfront, across Road P2 and via the proposed covered walkway into the building. This will enhance the vibrancy of the harbour through a mix of varied users and activities along the promenade.

Pedestrian Connectivity to the new Central Harbourfront

Pedestrians from the Wan Chai hinterland will be able to access the waterfront promenade via an all-weather passageway incorporated in this design proposal.

Task Force on Harbourfront Developments on Hong Kong Island



Illustration 1: Overviews of refurbished building - larger photos in Appendix C

Although the development is not immediately fronting the harbour, it is at a strategic location which pedestrians must pass when travelling from the Wan Chai hinterland. Pedestrian accessibility to the harbourfront is improved by the following:

- A proposed elevated walkway connecting the Hong Kong Academy for Performing Arts Extension Building, with the open space at Level 2.
- A pedestrian passage running through the building at ground level open to the public 24 hours a day.
- An outdoor all-weather sheltered passageway linking to the planned at-grade crossing at Road D11, the planned elevated walkway at Site 5 across Road P2 and to the waterfront. This covered walkway is necessary for naval visitors when embarking and disembarking on/from the water taxis arriving at the waterfront. The pedestrian connection will be compatible with the pedestrian network of the neighbouring environment.

Accessible Harbour

Connectivity along the waterfront will not be adversely impacted by the building. Care has been taken in the overall design and access provision to ensure that minimum disruption to the public will be caused during ship visits. SGA and the relevant naval authorities will pro-actively marshal arrivals and departures as is the current practice.

Public Enjoyment

The refurbished building will add to the diversity of public attractions and facilities along the waterfront for recreational, leisure and cultural use. Visual

Task Force on Harbourfront Developments on Hong Kong Island

accessibility to the harbour will be enhanced by public open spaces at the upper levels and the roof level which have unobstructed visual connection to the Victoria Harbour.

With the total amount of designated public open space being almost equivalent to the area of the site, public visitors will be able to enjoy leisurely outdoor activities for the appreciation of the harbourfront, while the facilities offered within the building will create a pedestrian destination on the waterfront with magnificent harbourfront views. The low-rise building will avoid visual obstruction to the neighbouring environment. All public open spaces in the development will be open for 24 hours a day.

PUBLIC BENEFIT OF THE PROJECT

5.1 The public will be able to enjoy the majority of the facilities offered in the proposed development, including retail facilities, F&B, lounge areas, the SGA Hall and both inside and outside open spaces throughout the year. A small part of the proposed development will be reserved for administrative purposes, including offices and shower rooms and a post office for use by visiting ship's personnel.

5.2 The site is set back from the waterfront itself and arriving personnel (as well as the public walking along the promenade) will need to cross Road D2 in order to gain access to the Fenwick Pier building facilities. At-grade crossing(s) will be provided and, when visiting naval ships are in Hong Kong, these will be appropriately supervised.

5.3 The project will provide the following specific benefits to the public:

Environmental Benefit

The project will be integrated into the overall design proposals for the harbourfront and the urban landscape character will not be impacted. Indeed the creative architectural design will enhance and enrich the visual experience along the promenade.

Social Benefit

The building is located in a highly accessible location and will be fully open for public use. There will be a range of facilities including F&B and a small amount of retail service space for easy public access and enjoyment. In addition, after the refurbishment, SGA aims to create a place for art, cultural performance and exhibitions to serve the public and community.

Task Force on Harbourfront Developments on Hong Kong Island

The history of this building will also add value and interest to the harbourfront and a small display area detailing its unique contribution to overseas naval personnel visiting Hong Kong is planned so as to conserve “collective memory” of Fenwick Pier over the years. Since the 1950’s it has been the first point of arrival for countless foreign sailors visiting Hong Kong and this reflection of Hong Kong’s international connectivity and attractiveness would be sorely missed if such a facility were no longer available.

Such preservation of Hong Kong’s collective memory coincides with the Government’s intent to re-assemble Queen’s Pier and re-construct the Star Ferry clock tower as stated in the “Urban Design Study for the New Harbourfront” by the Planning Department.

Economic Benefit

Hong Kong is a preferred liberty port for many naval visitors who contribute significantly to the local economy. Without Fenwick Pier most would have to divert to Singapore or the Philippines. It should also be noted that the number of naval visitors, over 36,500 in 2011 and anticipated to increase to over 40,000 in 2012, far exceeds those arriving from overseas for the Rugby 7’s, an event which is generally considered as bringing a high level of economic benefit to the city. In 2011 visiting foreign military ships/sailors contributed over US\$36,500,000 (HK\$5284,700,000) to the Hong Kong economy. This figure is based on Hong Kong Tourist board figures.

CONCLUSION

Fenwick Pier is located in the heart of Wan Chai harbourfront which is very convenient not only for visiting servicemen who are frequently only in port for a short period of time but as well for the public coming from Wan Chai, Admiralty and Causeway Bay. After refurbishment, the building will offer affordable but good quality F&B outlets as well as service shops and facilities.

The refurbishment and upgrade will be self-financed and managed by SGA and will not impose any financial or management responsibilities on Government or the community while at the same time continuing to provide essential services for the benefit of Hong Kong and the increasing numbers of naval visitors. Revenues generated by the facilities will permit SGA to operate and maintain Fenwick Pier in a self sufficient and sustainable manner as has been the case for over 55 years.

Task Force on Harbourfront Developments on Hong Kong Island

ALIGNMENT WITH GOVERNMENT POLICY

This project is aligned with the Hong Kong Government, Hong Kong Tourist Commission and the Hong Kong Tourist Board's goals of establishing and promoting Hong Kong as Asia's premier international city, and a world-class destination for leisure and business visitors.

In August 2009, ten Consul Generals from nations who have military vessels visiting Hong Kong sent a letter of support for SGA to the Hong Kong Government. At that time, as then suggested by the Government SGA was looking to relocate to the Government Flying Service heliport in Causeway Bay, which we now understand is not feasible. That letter explicitly shows the support from the international community in Hong Kong for the services that SGA provides so well. *See Appendix B*

STATUS OF THE PROJECT

The concept and preliminary schematic design and financial projection model were completed in 2010 and have been presented to different government departments through various meetings for review and discussion as shown in the summary below:

First Presentation meeting to D00	27 th October 2010
Financial Projection Model meeting	16 th June 2011
Presentation meeting to various government departments	28 th June 2011

ADVICE SOUGHT

Members are sincerely invited to comment on the proposal and are requested to support the SGA in its quest to remain on the long tenanted existing site under a new land grant of sufficient length of time to permit the recovery of the initial capital expenditure for the proposed renovation, and provision for any future relocation capability so as to upgrade the the level of service provided to all visitors both public and naval to the building in the future.

Submitted by



The Servicemen's Guides Association

May 2012

Appendix A

Refurbishment of Fenwick Pier - Schedule of Accommodation

Accommodations and Facilities	Descriptions & Remarks on the Existing = E or Planned = P Uses (e.g. the prime functions, target users, etc.)	Gross Floor Area (m ²)		Revenue Generating “Y” = Yes “N” = No
		Existing	Proposed	
SGA Office	P = to include added meeting room, toilets/showers	96 (1034 ft ²)	150 (1615 ft ²)	N
Ship Support Office	E = unchanged use, efficiency decreases space	389 (4180 ft ²)	300 (3229 ft ²)	Y
Post Office	E = unchanged use, more efficient layout	212 (2280 ft ²)	200 (2153 ft ²)	Y
F&B	P = increased as essential to adequately accommodate numbers of naval and public visitors	509 (5479 ft ²)	1585 (17061 ft ²)	Y
Services	E = unchanged retail services use, added space for improved access	700 (7535 ft ²)	785 (8450 ft ²)	Y
Administrative Office	P = added reception facilities and ATM area,	N/A	70 (753 ft ²)	N
Common Area for Public Use	E = currency exchange, telephones area, free library	475 (5120 ft ²)	420 (4521 ft ²)	N
Circulation	P = added space to better accommodate large numbers of visitors and public activities	885 (9526 ft ²)	1440 (15501 ft ²)	N
Public Toilets	P = added space to better accommodate large numbers of visitors	170 (1830 ft ²)	225 (2422 ft ²)	N
Refuse chamber and store rooms	E = use unchanged, space more efficient	74 (797 ft ²)	55 (592 ft ²)	N
Plant Rooms	P = added space for additional air con equipment, new zone controls, etc.	145 (1560 ft ²)	350 (3766 ft ²)	N
Total GFA		3655m ² (39341 ft ²)	5580m ² (60063 ft ²)	
Green Flat Roof	P = for public enjoyment	N/A	1200 m ² (12917 ft ²) (Not GFA accountable)	N
Open Car Park	Based on HKPSG requirement	(9 PV spaces)	(21 PV spaces; (2 LGV spaces)	Y - Partly

Appendix B

Ms. LAM CHENG Yuet Ngor, Carrie
Secretary for Development,
8th Floor West Wing,
Central Government Offices,
11 Ice House Street,
Central, Hong Kong.

August 4, 2009

Your Excellency:

Foreign navy vessels have visited Hong Kong for decades and foreign sailors have always considered Hong Kong the most impressive port of call in Asia. For the past 55 years, Fenwick Pier, managed by the Servicemen's Guide Association, a non-government, non-profit organization whose goal is offering friendly hospitality to Hong Kong's visiting naval personnel, served as the primary landing site for all foreign navies visiting Hong Kong. We hope this long standing and wonderful tradition will continue with the assistance of the Hong Kong government.

As representatives of countries who hope to maintain navy port visits to Hong Kong, we are writing to express our concerns with the planned loss of the Fenwick Pier landing site in 2011 and the future loss of the Fenwick Pier building as a result of the Wan Chai redevelopment project. We request your assistance in finding another suitable permanent embarkation and debarkation site with sufficient facilities to support continued foreign navy port calls.

As briefed by CEDD representatives to the Serviceman's Guide Association's Executive Director, the landing site located at Fenwick Pier is slated to be removed in mid-2011 to support plans to build a new promenade along the Hong Kong Island waterfront. When the landing site is removed, foreign navy ships will no longer have access from their anchorage locations in Victoria Harbor to a point of embarkation in Hong Kong. The Fenwick Pier building will also be removed at a later date as the land on which it is located is zoned as open space. Sailors who have enjoyed Hong Kong's hospitality for decades will lose the opportunity to visit unless the Hong Kong Government identifies and develops a replacement permanent landing site.

We support the use of the current Government Flying Services (GFS) heliport in Causeway Bay as a potential long term site. We understand that GFS is relocating its operations and that another heliport will be constructed adjacent to the Hong Kong Convention Center in Wan Chai. This location is ideal because of its isolated central environment, easy access to

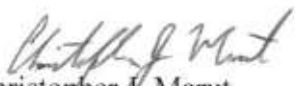
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public infrastructure, pre-existing security characteristics, water-front space with easy access, and the ability to be easily transitioned to support a facility that serves foreign sailors from around the world.

We would like to work closely with the Hong Kong Government to find a solution that supports the coexistence of public needs and visiting navies. Continuing Hong Kong's long standing tradition of welcoming foreign navies and service members will strongly support Hong Kong's reputation as Asia's world city.

Thank you for your attention to this matter. Please accept the assurances of our highest consideration.

Sincerely yours,




Christopher J. Marut
Acting Consul General
American Consulate General




Les Luck
Consul General
Australian Consulate General



Ashud Ahmed
Consul General
Bangladesh Consulate General




Iain Lindsay
Acting Consul General
British Consulate General



Jacobus (Jim) Versteegh
Chargé d'Affaires a.i.
Consulate General of Canada




Christian Ramage
Deputy Consul General
Consulate General of France




L.D. Ralte
Consul General
Consulate General of India



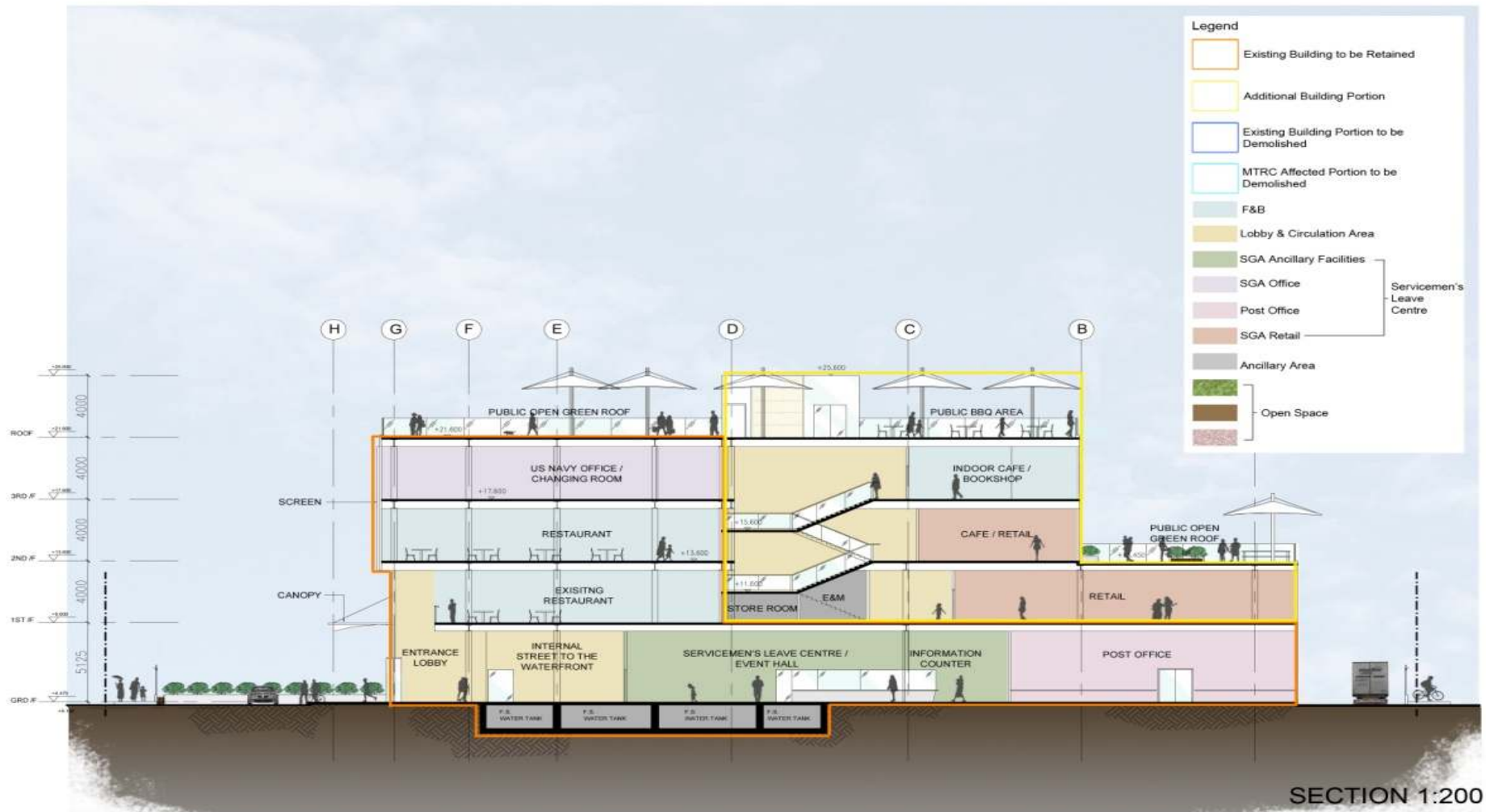
Shigekazu Sato
Consul General
Consulate General of Japan

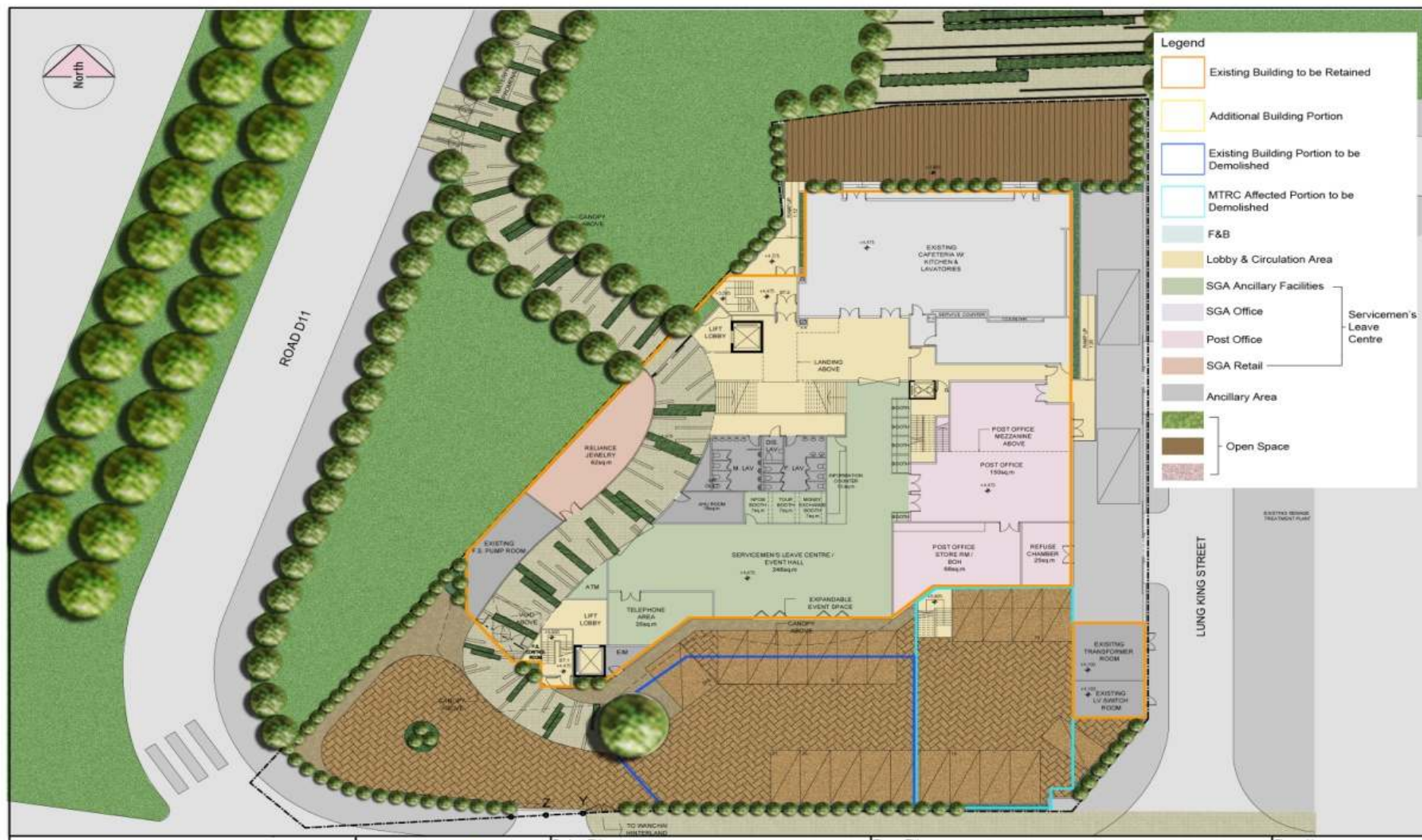


Cheong Loon Lai
Consul General
Consulate General of Malaysia



Adele Bryant
Consul General
Consulate General of New Zealand





Drawing 2: Ground Level Layout per Section 3.5.1

SGA Proposed Location

Illustration Plan of Landing Steps Proposal



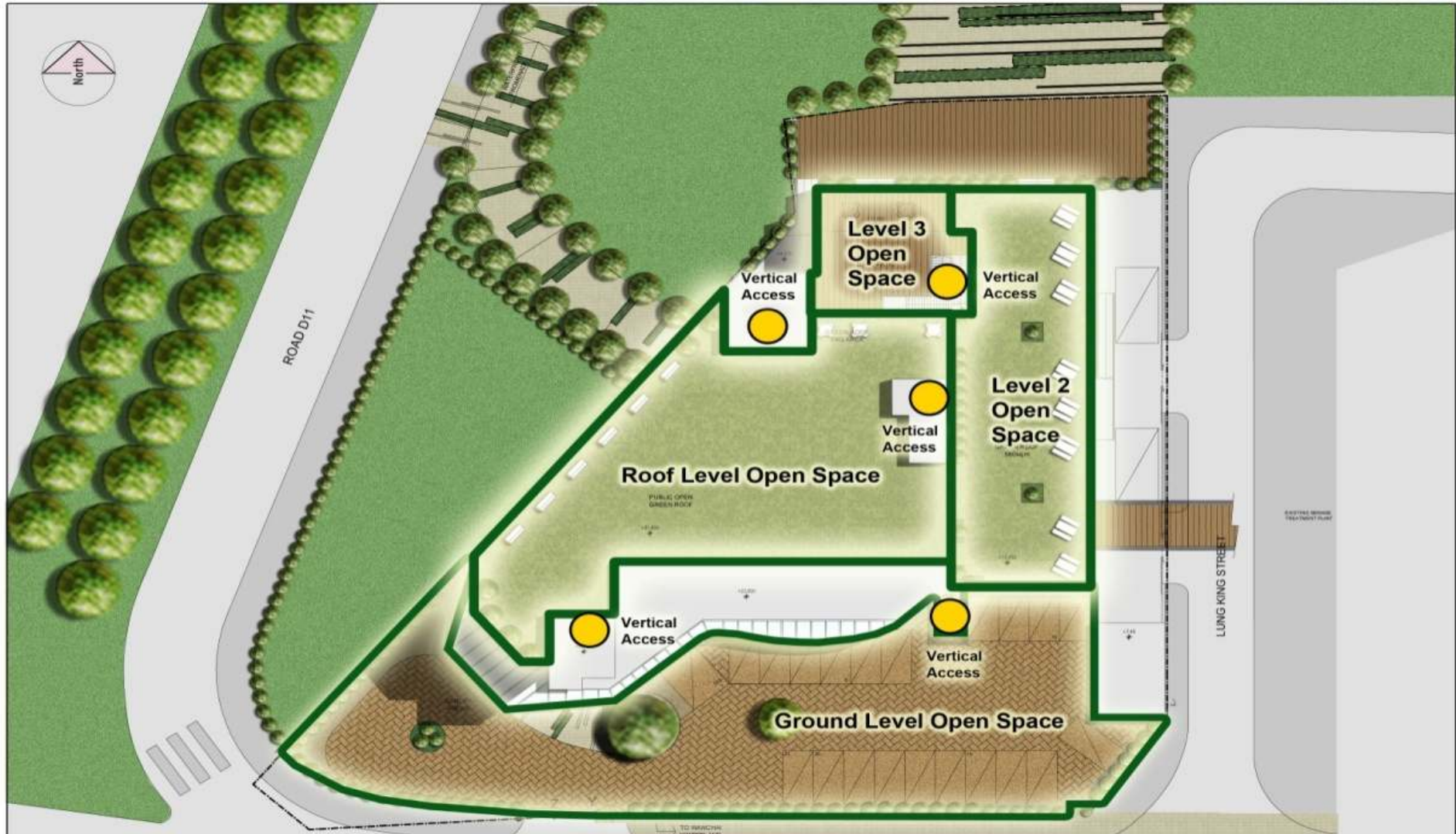
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Aedas  **Refurbishment of SGA building**

Drawing 3: Comparison of Proposed Steps Location per Section 3.5.2



Drawing 4: Level 1 Layout per Section 3.5.2



Drawing 8: Comparison of Open Space at Ground Level, and Levels 2, 3 and Roof per Section 3.5.9



